

# IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

\_\_\_\_\_ day \_\_\_\_\_, 20\_\_\_\_

PRESENT: Supervisors

ABSENT:

RESOLUTION NO. \_\_\_\_\_

## RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN LUIS OBISPO CONTINUING THE ROAD IMPROVEMENT FEE FOR ALL DEVELOPMENT WITHIN PORTIONS OF THE SOUTH COUNTY AREA OF THE COUNTY OF SAN LUIS OBISPO, AND ADOPTING THE REQUIRED ANNUAL UPDATE

The following Resolution is hereby offered and read:

**WHEREAS**, the Board of Supervisors of the County of San Luis Obispo has adopted Ordinance No. 2379 creating and establishing the authority for imposing, charging, and modifying a road improvement fee; and

**WHEREAS**, on January 17, 1989, the Board of Supervisors did adopt Resolution No. 89-46 imposing a road improvement fee for all developments within portions of the South County of the County of San Luis Obispo (referred to herein as the "South County Area"); and

**WHEREAS**, said Resolution No. 89-46 provided for an annual update of said road improvement fees; and

**WHEREAS**, the "South County Traffic Model Update of 2011, Annual Report and the 2013 Update" describe the impacts of new development on existing road facilities and improvements within the South County Area and analyzes the need for new road facilities and improvements required by said new development, and sets forth the relationships among new development, the needed road facilities and improvements, and the estimated costs of those facilities and improvements; and

**WHEREAS**, the Board of Supervisors has reviewed the said 2013 Update, a copy of which is attached hereto as Exhibit "A" incorporated by reference herein and found that it includes all required elements of the annual update; and

**WHEREAS**, on December 6, 2011, the Board of Supervisors did adopt Resolution No. 2011-392 approving a mitigated negative declaration for this Roadway Improvement Fee Program; and

**WHEREAS**, the said South County Traffic Model Update of 2013, Annual Report was available for public inspection and review fourteen (14) days prior to the public hearing of this Resolution; and

**WHEREAS**, the Board of Supervisors finds as follows:

A. The purpose of this Road Improvement Fee is to finance road facilities and improvements in order to reduce the impact of traffic generated and caused by new development within said Area 1 and Area 2 of the South County Area.

B. The road improvement fees collected pursuant to this Resolution shall be used to finance only the capital improvements described in the text and/or identified in Table 30 of Exhibit "A," attached hereto and incorporated herein.

C. After considering the South County Traffic Model Update of 2011 and Annual Report, prepared by the County Public Works Department, and after considering the testimony received at the public hearing on this matter, the Board of Supervisors approved said Study and finds that new development will generate additional traffic within the said South County Area and will contribute to the degradation of the level of service of the road system in said South County Area.

D. The Board of Supervisors further finds that there is a need in Area 1 and Area 2 of the South County Area for road facilities and improvements and said facilities and improvements have been called for in or are consistent with the County's General Plan and the South County Circulation Study.

E. The Board of Supervisors further finds that the facts and evidence presented establishes that there is a reasonable relationship between the need for the described road facilities and improvements and the impacts of the types of development described in paragraph "2. Amount of Fee." below for which the corresponding fee is charged, and also, there is a reasonable relationship between the fee's use and the type of development for which the fee is charged, as these reasonable relationships or nexus are in more detail described in the San Luis Obispo County General Plan, the South County Traffic Model Update of 2011, Annual Report and the 2013 Update.

F. The Board of Supervisors further finds that the cost estimates set forth in Exhibit "A" are reasonable for constructing the said facilities, and the fees expected to be generated by new development within the said South County Area will not exceed the percentage of these costs attributable to new development.

G. The Board of Supervisors further finds that for Area 1 and Area 2 of the South County Area: (1) an account has been established for capital road improvements, that funds have been appropriated, and a proposed construction schedule including approximate funding and commencement dates has been adopted as set forth in Exhibit "A" hereto; and that (2) the County has already expended funds for capital road improvements within said Areas. As used in this section, "appropriated" means authorization by the Board of Supervisors to make expenditures and incur obligations for a road facility or improvement project shown in the Capital Improvement Program (Exhibit "A").

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

1. The recitals set forth hereinabove are true, correct, and valid.

2. This Resolution is adopted for the purpose of maintaining those road improvement fees heretofore imposed within Area 1 and Area 2 of the South County Area by said Resolution No. 89-46 and for the purpose of authorizing the continuing collection of said fees, all under the authority of Ordinance No. 2379, the provisions of which are incorporated herein.

3. No additional environmental review is required under the California Environmental Quality Act because no changes are being made to the Roadway Improvement Fee Program in the South County Area that was previously approved by the Board and addressed in the Mitigated Negative Declaration adopted on December 6, 2011. No substantial changes have occurred with respect to the circumstances under which the project is to be undertaken; and no new information of substantial importance has been presented indicating that the project will have any potential impacts not discussed in the Mitigated Negative Declaration.

4. Amount of Fee. The amount of the road improvement fee within the Areas of Benefit of the South County Circulation Study shall be:

Land Use	Proposed Fee
<b>Area 1</b>	
Residential	\$12,011/pht
Retail	\$3,336/pht
Other	\$5,133/pht
<b>Area 2</b>	
Residential	\$10,048/pht
Retail	\$4,539/pht
Other	\$6,983/pht

pht: P.M. peak hour trip as determined by Board of Supervisors Policy.

For any new development wherein there are one or more residential uses combined with one or more other land uses, the number of peak hour trips caused or generated by said new development shall be determined as follows:

- (1) The number of peak hour trips caused or generated by the residential use(s) and the number of peak hour trips caused or generated by the non-residential land uses shall be separately determined and then,
- (2) The total road improvement fee for the new development shall be computed by multiplying the number of peak hour trips determined in subparagraph 4 above for each land use by the appropriate road improvement fee for each land use and then summing the results.

The number of peak hour trips caused or generated by a proposed new development project will be determined by the Director of Public Works in the manner set forth in the "Policy of the Board of Supervisors for Determination of Peak Hour Trips," which is attached hereto as Exhibit "B" and incorporated herein by reference.

5. Time of Imposition of Fee. The amount of said road improvement fee for any new development project with said area shall be determined for, and shall be imposed upon, such new development project at the time of the grant of approval of an application for new development, and shall be a condition of approval of said new development project.

6. Time of Payment of Fee. The road improvement fee established by said Ordinance No. 2379 and adjusted by this and subsequent resolutions shall be paid for by new development as follows:

- (a) For new development that is solely residential (except for a mobile home park), the fee shall be paid prior to the issuance of a building permit for the new development.
- (b) For new development that is a mobile home park, the fee shall be paid within 90 days after the date of approval of the development plan authorizing establishment of the mobile home park or prior to approval by the State Department of Housing and Community Development of an application for a permit to construct the mobile home park, whichever occurs first.
- (c) For new development that is non-residential or that is partly residential and combined with another land use(s), the fee shall be paid prior to issuance of any permit or approval required for the new development and prior to any commencement of a new development project or at the time of issuance of any required building permit, whichever is later.
- (d) The provisions above may be adjusted or modified regarding time of payment pursuant to resolution 2011-222 adopted on July 26, 2011.

7. Use of Fee. The road impact fee shall be solely used: (a) to pay for those road facilities and improvements described in Exhibit "A" hereto to be constructed by the County; (b) for reimbursing the County for the new development's fair share of those capital road facilities and improvements constructed by the County in anticipation of the new development; or (c) to reimburse prior developers who previously constructed road facilities and improvements described in Exhibit "A" attached hereto, where those facilities and improvements were beyond those needed to mitigate the impact of said prior developer's project or projects in order to mitigate the foreseeable impacts of anticipated new development.

8. Fee Review. Annually, the Director of Public Works shall review the estimated cost of the described road facilities and improvements, the continued need for those road facilities and improvements, and the reasonable relationship between such need and the impacts of the various types of new development pending or anticipated and for which this

fee is charged. The Director of Public Works shall report his or her findings to the Board of Supervisors at a noticed public hearing and shall recommend to the Board of Supervisors any adjustment to this fee or any other action as may be needed.

9. Road Improvement Fee Agreements. Prior to the enactment of Ordinance No. 2379 and the adoption of Resolution No. 89-46, certain new developments within the Areas of the South County Circulation Study received approvals or permits which were conditioned upon the execution of a Road Improvement Agreement by the developer. Each Road Improvement Agreement, when executed, required the payment of a specified road improvement fee for the new development, with the fee to be paid either at the date of final inspection or the date the certificate of occupancy is issued. The Road Improvement Agreement was required in order to mitigate the new burdens imposed on the roads within the Areas which burdens were reasonably related to the new development.

Inasmuch as one of the purposes of Ordinance 2379 and Resolution No. 89-46 and this Resolution is to mitigate the new burdens imposed on the roads and the road system within the said Area, which are reasonably related to new development, the payment of the road improvement fee established by said Ordinance No. 2379 and by this Resolution shall be deemed a credit, on a dollar for dollar basis, for purposes of satisfying a portion or all of any obligation established by any such Road Improvement Agreement for the same new development.

10. Effective Date. Pursuant to Section 66017 of the California Government Code, the effective date of this Resolution shall be sixty (60) days from the date of adoption of this Resolution.

11. Judicial Action to Challenge This Resolution. Any judicial action or proceeding to attack, review, set aside, void, or annul this Resolution shall be brought within 120 days of its effective date.

Upon motion of Supervisor \_\_\_\_\_, seconded by Supervisor \_\_\_\_\_, and on the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

the foregoing Resolution is hereby adopted on the \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Chairperson of the Board of Supervisors

ATTEST:

\_\_\_\_\_  
Clerk of the Board of Supervisors

[SEAL]

APPROVED AS TO FORM AND LEGAL EFFECT:

RITA L. NEAL  
County Counsel

By:   
Deputy County Counsel

Dated: November 25, 2013

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STATE OF CALIFORNIA,        }  
County of San Luis Obispo,        ss.

I, \_\_\_\_\_, County Clerk and ex-officio Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of California, do hereby certify the foregoing to be a full, true and correct copy of an order made by the Board of Supervisors, as the same appears spread upon their minute book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this \_\_\_\_\_  
day of \_\_\_\_\_, 20 \_\_\_\_\_.

(SEAL)

\_\_\_\_\_  
County Clerk and Ex-Officio Clerk of the Board  
of Supervisors

By \_\_\_\_\_  
Deputy Clerk.

## **Exhibit A**

### **2013 Annual**

### **South County Circulation Study**

In April 1987 the Board of Supervisors approved the Nipomo Circulation Study and a Resolution establishing road improvement fees on new development under the provisions of Ordinance 2379. The Board adopted the most recent update of the Circulation Study November 20, 2012.

#### **Building Activity**

During the period spanning July 2012 through June 2013, the following building permits were issued within the South County Circulation Study area. The attached map shows the Nipomo Area 1 and Area 2 Road Improvement Fee area.

##### **AREA 1**

Single Family Residential	10
Multi Family Residential	0
Retail	0
Other	1

##### **AREA 2**

Single Family Residential	6
Multi Family Residential	0
Retail	0
Other	0

#### **Account Balance**

The current fund balance information is provided in the tables below.

	Account Balance as of 6/30/13	Fees Collected 2012-2013	Interest Earned 2012-2013	Expenditures 2012-2013
Area 1	\$12,017.90	\$1,393,252.00	\$3,329.08	\$2,762,382.23
Area 2	\$3,393,281.03	\$41,286.00.00	\$10,024.67	\$20,504.45

#### **Fee Appeals**

There was one fee appeal appeals during the 2012/2013 fiscal year. The appeal was on the fee for a community church. The appeal was denied by the Board of Supervisors.

#### **Transportation Improvements**

The capital improvements program, identified funding sources, and project priorities for the 2013 South County Area transportation improvements are in Table 12 – Capital Improvements Projects.

## **Roadways**

To address the changing needs of the South County the following locations require attention. Each location is discussed in detail below. Included in the detailed discussion is the funding source. The County has been successful in securing regional money from the State Transportation Improvement Program (STIP) or grant funding for those projects so identified. Since these projects are necessitated due to capacity issues driven by new development the Roadway Improvement Fee (RIF) is the primary funding source for all of these projects.

The funding split between RIF and other monies varies by project and is shown in Table 12.

## **Recently Completed Projects**

### **Willow Road Phase 2 - Hetrick to Thompson Avenue and Interchange**

This project extends the Willow Road extension from Hetrick Avenue to Thompson and installs a freeway interchange at the crossing of US 101. This allows traffic accessing the Nipomo Mesa or Nipomo High School a more direct access to US 101. Construction was completed in October of 2012.

## **Area 1 Project Status**

### **Willow Road Phase 2 – Environmental Mitigation**

This project completed the Willow Road phase 1 and 2 projects by completing the oak tree planting that was part of the environmental mitigation for the roadway. Construction is expected to be completed by 2014.

### **US 101 Corridor Study**

There have been many discussions about the long term solution to congestion along the US 101 and associated interchanges through the South County region. In an effort to more fully understand the problem and achieve a consensus among all stakeholders a corridor study has been funded by SLOCOG to look at operational and circulation issues along the 101 from Highway 135 (Broadway) to Los Berros Road. This will include a detailed look at the operation of US 101 at Tefft Street; including the south bound ramp relocation to Hill Street. In addition this effort will advance several projects that have been discussed in the past by allowing the County to pursue more detailed analyses of the various problems. These issues/projects include:

#### **Tefft Street / Hwy 101 Interchange**

The Tefft Street / Hwy 101 Interchange is experiencing traffic congestion due to increased traffic volumes operating in an interchange whose design is based on old design standards.



### **Southland Overpass / Interchange**

The South Oakglen area needs a second point of access and at this point in time the Southland interchange appears to be the best long term solution.

### **South Frontage Road Realignment at Hill Street**

The South Frontage Road needs to be realigned to fit future construction of a proposed southbound on-ramp. This work is needed to improve the level of service in the interchange area.

## **Area 2**

### **Halcyon Road and Highway 1 Improvements**

The County will be preparing a Supplemental Environmental Impact Report. This analysis will look at various alternatives and their costs and benefits. Included in the analysis will be an examination of congestion relief, environmental impacts and right of way impacts.

### **Los Berros 101 Interchange Improvements**

This project includes adding left turn lanes and signalization to address capacity and queuing issues at the ramp intersections. There is also a need to look at increasing the merge lengths of the on ramps.

### **Other Road Projects**

The Department of Public Works Staff is currently working on the following road projects.

#### **Los Berros Road at Dale LTL**

The County is developing plans for a left turn lane at that intersection. The project should be ready for construction during the summer of 2014 if additional right of way can be obtained. Funding for this project will be from prop 1B but the project is currently on hold because funds were loaned to the Willow Road Phase 2a construction project.

#### **Pomeroy Road at Augusta Drive**

As part of the Blacklake development Augusta Drive was built to connect to Pomeroy Road. However, the location in which Augusta Drive intersects Pomeroy Road does not provide for adequate sight distance. Public Works is evaluating various alternatives including keeping this entrance closed and utilizing funding for the signalization of the Willow Road and Pomeroy Road Intersection.

#### **Orchard Avenue from Southland to a Point 3/4 Mile South**

Orchard Avenue from Tefft Street to just past Southland Street has two travel lanes, a two way left turn land and shoulders. Past this point, Orchard has two travel lanes and minimum shoulders. The horizontal alignment is straight but there are several hills that cause reduced sight distances. There have been several rear end collisions and one fatality in this road segment. Funding from this project will be

from prop 1B but the project is currently on hold because funds were loaned to the Willow Road Phase 2.

### **Thompson Improvements Chestnut to Price**

This project would complete enhancement projects along Thompson from Chestnut to Price. These improvements include sidewalk, bulb-outs, lighting and other features consistent with the improvements on Tefft between Thompson and Carillo Street. This is a project that has broad community support and the South County Advisory Committee Traffic and Circulation Committee (T&CC) has asked that its completion be made a priority. Currently the Public Works Department has been implementing elements of this project in conjunction with other work in the area and pursuing funding sources to complete the project. Public Works will continue to look for funding for this project.

### **Park and Ride Lot Tefft at Cabrillo**

Public works has received some funding for the development and construction of a Park and ride lot on Tefft Street near Cabrillo Street. The project will be funded with SLOCOG Rural State Highway Account funds of about \$50,000. Work should be complete by the summer of 2016.

## **Alternate Transportation**

### **Bikeways**

The County Bikeways Plan is updates by the Bicycle Advisory Committee (BAC). The BAC looks at creating both a countywide bikeways network as well as an intercommunity networks that needs the needs of cyclists. Public Works plans on restripe both Division Street from South Frontage to Orchard to accommodate the Class II bikeways called for on the plan.

### **Transit**

#### **Bus**

Nipomo is serviced by the SLORTA Bus Route 10 for interregional service. Information about the service and other transit services can be found through SLORTA at <http://www.slorta.org>.

#### **Dial A Ride**

The Nipomo Dial A Ride serves the community with service within the Nipomo area. Information about Nipomo Dial A ride can be found on the SLORTA website at <http://www.slorta.org>.

#### **Senior Shuttle**

Ride-On has a senior shuttle program available in the South County on Tuesdays and Thursdays. This service is on a reservation system and for individuals that are 65 years old or older. Information can be found at the Ride-On website at <http://www.ride-on.org/>.

### **Veterans' Express Shuttle**

The Veterans' Express Shuttle has been operating since August of 2007 and is overseen by Ride-On Transportation, and provides service from points in San Luis Obispo County to the Santa Maria VA Facility where riders connect with a shuttle to the Santa Barbara or Los Angeles Veterans Hospital. Information can be found at the Ride-On website at <http://www.ride-on.org/>.

### **Pedestrian Improvements**

During the 2001 Update process the need arose to develop a pedestrian circulation plan for specific areas within the urban area of Nipomo. The "pedestrian circulation plan" evaluates existing conditions, locations of demand, and makes recommendations for necessary improvements.

Projects from this plan will be submitted under various pedestrian improvement grant funding programs.

### **Road Improvement Fees**

Construction costs continue to be low. The lower costs are related to the current economic conditions, and the costs of the labor and materials needed for constructing these projects have not decreased. This leads us to believe that the current low construction costs will not continue for the long run. In addition these costs are only a portion of the total project costs covered by the fee. The other costs include environmental work, permitting, design, right-of-way, and other project development costs. Over the last few years these costs have remained the same or risen.

Staff is recommending continuing the fees at the current schedule for this year and reevaluating the fee next year.

The fees are in the table below:

The current fees are:

Land Use	Current Fee
Area 1	
Residential	\$12,011/pht
Retail	\$3,336/pht
Other	\$5,133/pht
Area 2	
Residential	\$10,048/pht
Retail	\$4,539/pht
Other	\$6,983/pht

### **Woodlands Fees**

The County has entered into an agreement with The Woodlands LLC for the accelerated payment of the Woodlands Developments Road Improvement Fee. The fees are to be used to advance the Willow Road Project. The fee amounts in the agreement are based on the 2005 Fee Schedule.

Currently the Woodlands is seeking a change on their development plan that would reduce the fee. This would represent a reduction on the commercial parts of the development and the hotel. If this is approved the Woodlands would not pay any additional fee at this time. Any future development in the Woodlands would pay the appropriate fee at the time, after any credits were exhausted.

This amendment to the agreement was approved by the Board of Supervisors on October 1, 2013

The payment schedule is below.

<b>Payment Date</b>	<b>Amount Due</b>	<b>Status</b>
10-Feb-06	\$1,254,073	Paid
1-Apr-06	\$1,690,854	Paid
1-Apr-07	\$2,500,000	Paid
31-Jan-08	\$2,500,000	Paid
15-Aug-09	\$2,000,000	Paid
15-Aug-10	\$2,000,000	Paid
24-Aug-11	\$1,563,820	Paid
30-Sep-12	\$1,266,788	Paid

### **Attachments**

Attached to this report are the following exhibits from the "South County Circulation Study."

- Nipomo Area 1 and 2 RIF Boundaries
- Table 12 – Capital Improvement Projects
- Road Fee Account Data

### **Notes**

Pk Hr Tp: PM peak hour trips, as determined by the Board of Supervisors' Policy

The "Residential" category includes single-family and multi-family dwellings, hotels, motels and camping facilities.

The "Retail" category includes retail merchandise, restaurants, service stations, post offices and financial institutions.

All other types of land use will be charged at the rate listed above as "Other."

**List of Acronyms**

USHA = Urban State Highway Account

RSHA = Regional State Highway Account

pht = peak hour trip

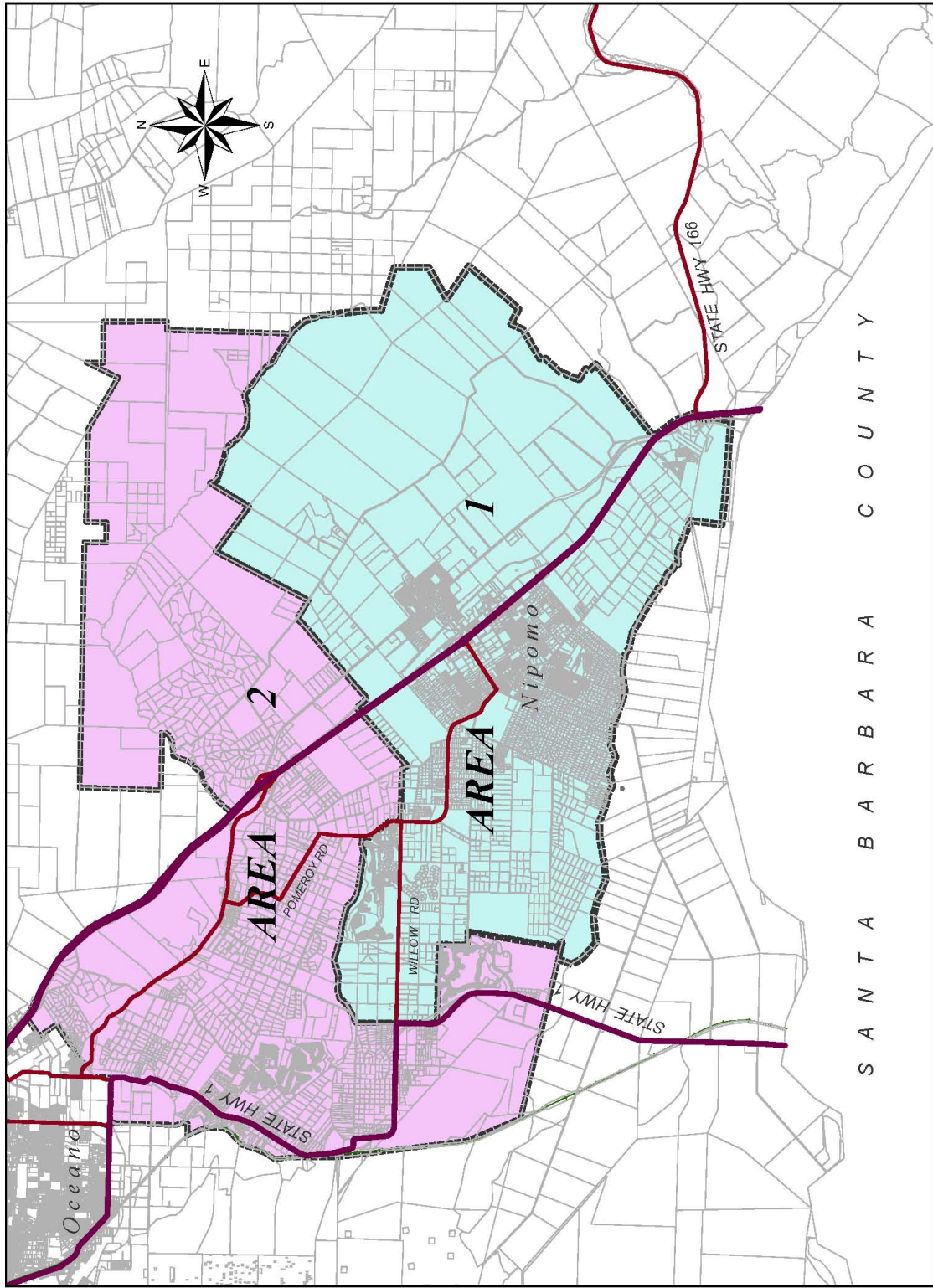
TBD = To be determined

SHOPP = State Highway Operations Protection Program, Funding for Safety/Maintain

STIP = State Transportation Improvement Program, Funding for Capacity

TEA = Transportation Enhancement Activities, Federal Funding for Enhancements

TDA = Transportation Development Act, Federal Funding for transit



## SOUTH COUNTY ROAD FEE AREAS

Table 12 South County Circulation Study 2013 Update Capital Improvements Projects													
Item Number	R/C Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Less			Percent From Impact Fee	Expected Construction Commencement
									Existing Deficiencies (R/L Funds)	Other Sources	Through Traffic (\$/TP)		
Area 1 Project List													
1	Area 1	Orchard Avenue	Southland Street	Nancy Lane	3100'	Widen Roadway, 2 - 12' lanes, 1 - 12' TWLTL, 2 - 5' bike lanes	46'	\$1,200,000.00	\$0	\$1,200,000.00	\$0	0%	-
2	Area 1	Hill Street	Mary Avenue	South Frontage Road	750'	Widen roadway, 2 - 12' lanes, 1 left turn lane, 2 - 5' bike lanes	46'	\$1,612,500	\$0	\$0	\$1,612,500	100%	2015
3	Area 1	Orchard Avenue	Taft Street	Division Street	3,500'	3 - 12' lanes, 2 - 5 bike lanes	46'	\$1,235,250	\$0	\$0	\$1,235,250	100%	2020
4	Area 1	Orchard Avenue / Hutton Road	Southland Street	SR 166	1,800'	Construct shoulders, 2 - 6'	46'	\$3,655,000	\$0	\$3,655,000	\$0	0%	N/A
5	Area 1	Pomeroy Road at Augusta	1,000' N of	1,000' S of	2,000'	Vertical & Horizontal Curve realignment	46'	\$2,150,000	\$2,150,000	\$0	\$0	0%	N/A
6	Area 1	Pomeroy Road	Willow Road	Aden Way	5,500'	Widen and curve realignment	46'	\$2,365,000	\$2,365,000	\$0	\$0	0%	N/A
7	Area 1	S. Frontage Road	Taft Street	Grande Ave	1,975'	Realignment and widening	46'	\$2,042,500	\$0	\$0	\$2,042,500	100%	2015
8	Area 1	Taft Street	US 101		-	Relocate SB on Ramp, Modify bridge and signals	12'	\$16,125,000	\$0	\$0	\$16,125,000	100%	2020
9	Area 1	Southland Street	Interchange		-	Construct interchange		\$31,000,000	\$0	\$19,000,000	\$0	39%	2030
10	Area 1	Thompson Road	Chestnut Street	Pine Street	1,500'	Complete urban street improvements	48'	\$1,075,000	\$0	\$1,075,000	\$0	0%	-
11	Area 1	North Frontage	Sandydale	Willow Road	4,700'	Construct roadway, 2 - 12' lanes, 2 - 8' shoulders	48'	\$6,000,000	\$0	\$0	\$6,000,000	100%	2010
12	Area 1	Intersection	Division Street	South Frontage Road	-	Signalize		\$325,000	\$0	\$0	\$325,000	100%	2040
13	Area 1	Intersection	Grande Avenue	South Frontage Road	-	Signalize		\$325,000	\$0	\$0	\$325,000	100%	2040
14	Area 1	Intersection	Juniper Street	Mary Avenue	-	Signalize		\$325,000	\$0	\$0	\$325,000	100%	2040
15	Area 1	Intersection	S. Frontage Road	Hill Street	-	Signalize		\$325,000	\$0	\$0	\$325,000	100%	-
16	Area 1	Intersection	SR 166	US 101 SB Ramps / Hutton Road	-	Roundabout		\$5,590,000	\$0	\$5,590,000	\$0	0%	-
17	Area 1	Intersection	SR 166	US 101 NB Ramps / Thompson Road	-	Roundabout		\$3,348,625	\$0	\$3,348,625	\$0	0%	-

Table 12 South County Circulation Study 2013 Update Capital Improvements Projects												
Item Number	R/C Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Less			Expected Construction Commencement
									Funding Deficiencies (R/L Funds)	Other Sources	Through Traffic (STIP)	
	Area 1	Willow Road - Phase 1	Pomery Road	Heflick Avenue		Construct roadway, 2 - 12' lanes, 2 - 8' shoulders	40'	\$10,810,209	\$0	\$3,363,120	\$0	65%
	Area 1	Mary Avenue	Tell Street	Hill Street	880'	Construct roadway, 2 - 12' lanes, 1 left-turn-lane, 2 - 8' bike lanes	46'	\$2,458,206	\$0	\$0	\$0	100%
	Area 1	Orchard Avenue / Hutton Road	Division Street	Southland Street	3,000'	1 left-turn-lane, construct shoulders, 2 - 6'	48'	\$1,387,000	\$0	\$477,000	\$0	65%
	Area 1	Sandydale Drive	Near Pomery Road		680'	Pave unpaved portion		\$162,000	\$0	\$162,000	\$0	0%
	Area 1	Tell Street	US 101 Overpass		-	Widen to six lanes, add left-turn pocket for US 101 NE on-ramp and SB S. Frontage Road	88'	\$4,013,000	\$0	\$2,399,239	\$0	40%
	Area 1	Tell Street / US 101		Interchange	-	Signal coordination		\$25,000	\$0	\$25,000	\$0	0%
	Area 1	Tell Street	Mary Avenue	US 101	425'	Construct median		\$111,000	\$0	\$111,000	\$0	0%
	Area 1	Tell Street	Oak Glen Avenue	Thompson Avenue	2,500'	Full improvements	40'	\$3,113,100	\$414,152	\$866,000	\$150,000	61%
	Area 1	Tell Street	Orchard Avenue	Rose Drive	3,000'	Construct 3 - 12' lanes, 2 - 6' shoulders		\$500,000	\$0	\$142,767	\$0	71%
	Area 1	Intersection	Orchard Avenue	Division Street	-	Signal		\$198,000	\$0	\$0	\$0	100%
	Area 1	Intersection	Tell Street	Thompson Avenue	-	Signalize		\$175,000	\$0	\$0	\$0	100%
Area 1 and 2 Project List												
18	Area 1	Willow Road - Phase 2	Heflick Avenue	Thompson Avenue		Construct roadway, 2 - 12' lanes, 2 - 8' shoulders and 2 - 8' bike lanes (Area 2 portion covered by STIP)	40'	\$33,819,636		\$1,000,000	\$10,000,000	
Area 2 Project List												
19	Area 2	Intersection	Los Berros Road	Dale Avenue	-	Add left turn lane on Los Berros Road		\$800,000	\$0	\$800,000	\$0	0%
20	Area 2	Adrian Road	Heflick	Pomery	975'	Construct roadway, 2 - 12' lanes, 2 - 8' shoulders	36'	\$1,240,560	\$1,240,560	\$0	\$0	0%
21	Area 2	El Campo Road	Halcyon Road	Los Berros Road	8,390'	Construct shoulders, 2 - 8'	44'	\$2,203,625	\$0	\$0	\$0	100%
22	Area 2	Halcyon Road - Phase 1	On SR 1 - 1,500' W of Halcyon Rd	On SR 1 - 1,500' E of Halcyon Rd	3,000'	Modify intersections		\$5,375,000	\$0	\$0	\$0	100%



Table 12 South County Circulation Study 2013 Update Capital Improvements Projects															
Item Number	RIE Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Less			Funding From Impact Fees	Percent From Impact Fees	Expected Construction Commencement	
									Existing Deficiencies (RIE Funds)	Other Sources	Through Traffic (STIP)				
23	Area 2	Los Berros Road	Valley Road	El Campo Road	7,100'	Left-turn channelization at El Campo, Century Lane, 2 - 8' shoulders	40'	\$5,634,075	\$0	\$0	\$200,000	\$5,434,075	96%	-	
24	Area 2	Los Berros Road	El Campo Road	Oakwood Lane	13,500'	Left-turn channelization at Foreney and Stanton, 2 - 8' shoulders	40'	\$2,319,775	\$0	\$121,500	\$490,000	\$1,707,275	74%	-	
25	Area 2	Los Berros Road	Oakwood Lane	US 101	2,900'	Left-turn channelization at Dale Rd, 2 - 8' shoulders	40'	\$2,393,875	\$0	\$500,000	\$0	\$2,493,875	83%	-	
26	Area 2	North Frontage Road	Willow Road	Summit Station Road	5,600'	Construct 2 - 12' lanes, 2 - 8' shoulders	40'	\$3,225,000	\$0	\$3,225,000	\$0	\$0	0%	-	
27	Area 2	HWY 1	Willow Road	1.3 mi w/o Willow Road	15,750'	2 - 6' shoulders, 1 left-turn lane	42'	\$3,762,500	\$0	\$509,000	\$0	\$3,253,500	86%	-	
28	Area 2	Los Berros Road / Thompson Road / Highway 101 Interchange	N. Frontage Road	Cinnamon Rd.	1,300'	Pavement Widening and Channelization	52'	\$1,290,000	\$0	\$0	\$0	\$1,290,000	100%	2020	
29	Area 2	Intersection	Los Berros Road	US 101 SB Ramps	-	Signalize		\$325,000	\$0	\$90,000	\$0	\$235,000	72%	2025	
30	Area 2	Intersection	Thompson Ave	US 101 NB Ramps	-	Signalize		\$325,000	\$0	\$90,000	\$0	\$235,000	72%	2025	
	Area 2	Halcyon Road Phase 1A	HWY 1 North	Los Berros Creek	4,150'	Shoulder Widening and Overlay		\$2,000,000	\$0	\$0	\$2,000,000	\$0	0%	Complete	
	Area 2	Halcyon Road	Alvario Grande City Limits	HWY 1	3,000'	2 - 6' shoulders	32'	\$119,646	\$0	\$0	\$0	\$119,646	100%	Complete	
	Area 2	Halcyon Road	HWY 1	El Campo Road	4,160'	2 - 11' lanes, 2 - 5' shoulders	32'	\$106,000	\$0	\$0	\$0	\$95,104	100%	Complete	
									\$186,431,072	\$6,189,702	\$46,390,251	\$12,840,000	\$100,925,669	TOTAL	
									\$100,392,390	\$4,929,152	\$40,054,751	\$150,000	\$77,968,693	Area 1	
									\$22,219,046	\$1,460,550	\$2,680,000	\$2,929,600	\$22,940,100	Area 2	

Budgeted Projects Funded from Nipomo Area 1 RIF			Total As of
			06/30/13
Project #	Description	Budgeted 2012/13	
NIPOMO AREA 1 RIF - Beginning Cash Balance			1,295,649.40
	Nipomo 1 Fees for Permits		1,393,252.00
	Interest to Nipomo 1		3,329.08
	Loan from Nip 2 (began using Apr-13)		82,169.65
	Subtotal	-	2,774,400.13
Subtotal Cash Balance			2,774,400.13
Project Costs:		Budgeted 2012/13	Total Spent This Fiscal Year As of
			06/30/13
300129	Willow Rd Extension	0	1,780,819.74
245R12C121	Nipomo 1 Traffic Circ Study	1,000	180.07
300142	Willow Rd Interchng	2,914,770	
	Less STIP	(2,300,432.25)	
	Total From Nip 1 RIF	614,338	981,382.42
	Total Project Costs from Area 1	615,338	2,762,382.23
		Total Cash Bal including Woodlands	12,017.90

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Budgeted Projects Funded from Nipomo Area 2 RIF			Total As of
			06/30/13
Project #	Description	Budgeted 2012/13	
NIPOMO AREA 2 RIF - Beginning Cash Balance			3,427,203.69
	Fees		41,286.00
	Interest		10,024.67
	Adj to fee balance		17,440.77
	Loan to Nip 1 (began using Apr-13)		(82,169.65)
Subtotal Cash Balance			3,413,785.48
	Project Costs:	Budgeted 2012/13	Total Spent This Fiscal Year As of
			06/30/13
300321	Channelization & LT Ln Los Ber/Thompson	148,585	4,664.47
300372	Halcyon Rt 1 Phase 1	394,879	15,839.98
245R12C122	Nipomo 2 Traffic Circ Study	1,000	0.00
	Total Project Costs	544,464	20,504.45
	Total Cash Bal		3,393,281.03

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**Exhibit “B”**  
**POLICY OF THE BOARD OF SUPERVISORS FOR**  
**DETERMINATION OF THE NUMBER OF PEAK HOUR TRIPS**

SECTION ONE: PURPOSE

1.01. This Policy is intended to be used in implementing the Resolution of the Board of Supervisors of the County of San Luis Obispo Imposing a Road Improvement Fee etc., (hereinafter referred to as Resolution) to which this Policy is attached as an exhibit, which Resolution is adopted under the authority of San Luis Obispo County Ordinance No. 2379.

SECTION TWO: DEFINITIONS

2.01. “Accident History.” A summary of the amount and type of reported vehicle collisions occurring during the preceding five years within the area of study.

2.02. “Fee Area.” The particular area(s) set forth in the Circulation Study, wherein the new development lies.

2.03. “Existing Trips.” Trips generated by a current or previous use of the property which use is being replaced by new development. In order to receive credit under Section 3.01(b) of this Policy, said current or previous use must have been in existence at the time the most recent Circulation Study was adopted.

2.04. “Floor Area.” The square footage of a building shall have the same meaning as the section entitled Gross Area: as set forth in Chapter 1 of the Institute of Transportation Engineers’ Trip Generation Manual, which book is more completely described in Section 3.01(a) of this Policy.

2.05. To “Generate Additional Traffic” shall mean both the production and the attraction of vehicular trips.

2.06. “Level of Service.” A qualitative measure describing operational conditions within a traffic system, and their perception by motorists, as defined in the most recent edition of the Highway Capacity Manual Transportation Research Board, Washington, DC (Highway Capacity Manual).

2.07. “Level of Service C” shall have the meaning as set forth in the Highway Capacity Manual:

Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions

with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

2.08. A “Pass-by Trip” is an existing trip that is diverted to a new development from an adjacent street and is not a new trip that is assigned to the adjacent streets due to the new development. Pass-by trips are excluded in calculating new trips to be generated by a new development.

2.09. “Peak Hour Trip” shall mean a single or one-directional vehicle movement which either enters or exists the site of a new development during the hour of the day in which the highest hourly traffic volume is measured on the road(s) adjacent to the new development.

2.10. “Prevailing Speed.” The speed, at or below which eighty-five percent of vehicles are traveling on a roadway.

2.11. A “Road Impact Fee Study.” or RIFS: is a written study that evaluates and comments on all of the following:

- A. Evaluate existing conditions on roads which will be affected by the proposed new development. These roads may be within the Fee Area and within any adjacent areas as required by the Director of Public Works. This evaluation of existing conditions on said roads shall include: (1) levels of service, (2) prevailing speeds, (3) stopping sight distance, and (4) accident history, and such other relevant and necessary items as are required by the Director of Public Works.
- B. Estimate future conditions on roads which are likely to be affected by the proposed new development. These roads may be within the Fee Area and within any adjacent areas as required by the Director of Public Works. The study shall include an estimate of trip generation, if any, for each unit of the proposed new development project. The trip generation estimate may be adjusted to reflect pass-by trips and may be used for computing the fees required by Chapter 13.01 of the San Luis Obispo County Ordinance Code.

The said forecast of future conditions shall be compared with the Circulation Study, to determine if the recommendations in the Circulation Study are adequate to maintain a Level of Service C, or better, for the affected roads after completion of the proposed new development project.

- C. Include such additional inquiries, evaluations and comments as the Director of Public Works determines are relevant and reasonably necessary for a comprehensive evaluation of the impacts of the proposed new development project on the said roads.

The RIFS shall be prepared by a qualified engineer licensed as a civil or traffic engineer by the State of California.

The RIFS shall be subject to the review and approval of method and accuracy by the Director of Public Works.

2.12. "Road." A way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. "Road" includes "street", and "highway", and "bridge."

2.13. "Stopping Sight Distance." The length of roadway ahead that is visible to the driver. The minimum sight distance available on a roadway should be sufficient to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

2.14. "Trip Generation." The total number of vehicle trips which will enter or exit a given development project. Trip generation includes trips per weekday, trips per hour for the peak hour, and other cases as determined necessary by the Director of Public Works.

2.15. "Trip." A single or one-direction vehicle movement which either enters or exits the site of a development project.

### SECTION THREE: DETERMINATION OF PEAK HOUR TRIPS.

3.01. The number of peak hour trips generated by new development shall be computed using the following formula:

$$\begin{array}{ccccc} \text{Number of} & & & & \text{Number of} \\ \text{Units in the} & \text{X} & \text{Trip Generation} & = & \text{New Peak Hour} \\ \text{New Development} & & \text{per New Unit} & & \text{Trips} \end{array}$$

A "Unit" is a physical, measurable or predictable variable which quantifies the particular new development (e.g., floor area, employees, acres, dwelling units, etc.). The peak hour trip generation rate shall be based upon the highest trip generation rate possible for the proposed new development. Eligible existing trips shall be deducted from the number of peak hour trips generated by the new development.

3.02. "Trip Generation per New Unit" shall be determined as follows:

- A. The trip generation rates, for the peak hour of adjacent streets, shall be based on the most recent edition of the Trip Generation Manual, Institute of Transportation Engineers, 525 School St., SW, Suite 140, Washington, DC 20024-2729.
- B. If no published rates are available from this source, trip generation rates will be determined by the Director of Public Works.
- C. If the Director of Public Works requires it or if the applicant for the new development so elects, the Trip Generation per New Unit which will be caused or generated by the proposed new development may be determined by the Director of Public Works through the use of a Road Impact Fee Study rather than by the method set forth in Section 3.02(A) or 3.02(B) hereof. If a Road Impact Fee Study is to be used, the Director of Public Works shall request proposals for this work from engineers licensed as civil or traffic engineers by the State of California, and shall award a contract for the production of the RIFS with all costs to be borne by the applicant for the new development.